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IMFORMATION REPORT

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recordena Smaggling by Agents of Oil Companies in dengapore Area

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August 1951

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SUPPLEMENT TO REPORT NO.

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- agents for oil companies in the Singapore area, who are able to obtain large quantities of petroleum products, have been engaged in illegal shipments to China. The shipments are directed ostensibly to small neighboring salands, but actually the cargoes are transferred to Communist ships at prearranged meeting places.
- TOH Chwee Hup, Shell Oil Company agent for Natoena and the 'nambas Islands northeast of Singapore, has shipped four-gallon tins of kerosene aboard Chinese junks ostensibly destined for the islands for which he is agent. The Assels actually proceed beyond the islands, and transfer their cargo at a orearranged time and place to ships suspected of Communist registry which sail for Macao.
- GUM Aw Moah. 2 one of the largest shippers of gasoline and oil from Singapore also is involved in illegal shipments. GUI is the most prominent Chinese merchant on Kerimun Island southwest of Singapore where he owns the Bian Bup Mirm. In Singapore, GUI is the owner of Leong Huat and Company, 47 Fort Quay. QUI's shipments are made on private ships of approximately 5,000 tons which he charters,
- Other Singapore shippers involved in this type of activity include TAN Cheng Ann, who is associated with Bee Huat and Company, Ltd., Stan-Vac distributors, 121 Beach Road, and LOW Kee Choe, owner of Seng Huat Hin and Company, Shell distributors, 143 Beach Road.
- TAT New Sac, agent for one of the small islands northeast of the main straints of Singapore, recently ordered 6,000 gallons of gasoline for the island. The cargo ship sailed beyond the island for a smuggling ongagement, but was stooped by a Singapore patrol boat. The Malay Patrol could have been bribed for (Straits) \$800. However, as the crew did not have sufficient funds, the cargo and boat were turned over to customs authorities.
- Since the seizure of TAN's shipment, persons who have engaged in this type of smuggling have not been active. The agents now place excessive orders only at infrequent intervals, so that they do not arouse suspicion. Most gasoline is shipped in four-gallon tins since vessels must have licenses to carry gasoline drums ONFIDENTIAL

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Comment. Investigation of the shipment of petroleum products aboard the SS LEONG BEE, owned by GWEL Au Nua who is probably identical with GUI Aw Noah of the report, indicated that the vessel had been involved in illicit shipments between Singapore and Macao via Thailand. The vessel was chartered by QUEK Chong Poo, 224 Kim Song Road.

GMEE and QUEK formed a partnership during January 1951. However, in August 1951, when QUEK desired to ship lubrication oil to Bangkok GMEE reportedly wanted no part of the transaction and desired to break the partnership.

QUEK and CHIP Siang had obtained an export permit for 600 trums of lubrication oil for Bangkok only. However, the ship proceeded to Macao in violation of the agreement.

QUARTE (GUI) and QUEK purchased the petroleum in small quantity lots and did not order from bona fide dealers. Export licenses for neighboring islands and Bangkok can be legally obtained. In the future, export licenses will probably be assued only by the export-import controller after major oil companies or their authentic representatives countersign and approve the export transaction. However, it is now believed that although major oil companies maintain close check on the sales and end use of their products, it is possible to circumvent the restrictions.

25X1A Comment. Another report on the LEONG BEE shipment indicated that three ships the LEONG BEE, SOFIA and CHEONG YA were involved. Singapore export licenses for a total of 1,156 drums of lubricating oil and 100 tons of grease were granted to the vessels which were scheduled to proceed to Bangkok only. CHIP Siang procured the SOFIA permit and HEMM Huat reportedly was responsible for obtaining the LEONG BEE and possibly the CHEONG YA permit. These individuals were later reported to be identical, and CHIP, alias HEMM, is now reported to be in Bangkok, where he will probably remain as he is aware of the

fact that Singapore authorities desire to question him.

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Comment. Many ships are now loading rubber and copra

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